



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*June 8, 2009  
Agenda Item 2.2*

Memorandum

DATE: June 1, 2009  
TO: Plans and Programs Committee  
FROM: Frank Furger, Chief Deputy Director  
SUBJECT: Deputy Director's Report

**ACTIA Bicycle/Pedestrian Conference\***

ACTIA will be hosting a half-day bicycle/pedestrian conference in Oakland on Tuesday, June 9th, from 8:30 AM to 1:00 PM. There will be presentations on crosswalks and bike parking best practices, side paths and Sunday Streets street closures (*ciclovía*). Attendance is free, but priority will be given to those who work or live in Alameda County, and early registrants. To register, contact Celia Chung at [cchung@actia2022.com](mailto:cchung@actia2022.com). See attached flyer for details.

**MTC WORKSHOP –**

**Conservation Corps and Future Transportation Enhancement (TE) Funding**

SB 286, approved in 2008, directs agencies to give priority to projects that partner with either the state or local conservation corps when considering future Transportation Enhancement funding. MTC will hold a workshop at 11:30 am on June 15th at the MetroCenter, 1st Floor, Auditorium, 101-8th Street, Oakland on the conservation corps, their mission, and how to partner with them for various local enhancement projects. Project sponsors, including cities, counties, and transit agencies, are invited to attend to learn more about the corps. Representatives from the Corps (both state and local) will be available to answer questions. Questions should be directed to Kenneth Kao, MTC, [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov).

**Transportation Bond Measure Projects**

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The project is on track to open in August 2009. The second contract received a California Transportation Commission (CTC) allocation of funds at the October meeting and was advertised on January 5, 2009. Bid opening is scheduled for June 3, 2009. The CMA issued a Notice to Proceed to the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street.

I-580 Westbound HOV Lane Project – The draft Environmental Document was released for circulation on March 25, 2009 and the public comment period closed on April 24, 2009. The design phase of this project began in June 2008. The ACCMA has reviewed the preliminary design package (35 percent PS&E). The CMA and the consultant are preparing a strategy to split the project into smaller construction contracts. The CMA is preparing a corrective action plan for review by the CTC to remove the bus ramp from the project scope.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract three, administered by Caltrans received an allocation of construction funds from CTC in October 2008. The CTC allocated the construction funds for the two contracts administered by the City of Livermore at its December 2008 meeting. The three contracts were advertised in January 2009. Bids for Contracts one and two were opened last month. Bids were below the engineer's estimate by 40 percent. The City of Livermore is reviewing the results and an award recommendation will be made shortly. The bid opening for Contract three will be on June 17, 2009.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. A 35 percent submittal package has been completed and comments have been received from Caltrans. The project has been divided into two construction packages to attract more bidders. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project – Stakeholders have submitted their comments on the Traffic Light Synchronization Program (TLSP) Project #6 Concept Report, Plans and Functional Requirements. The Design Team delivered the TLSP 65 percent PS&E to Caltrans for review on May 11, 2009. In addition, the 65 percent PS&E for the Transportation Management Plan (TMP) Project #3 was submitted to Caltrans on May 18, 2009 and the 35 percent PS&E for the Adaptive Ramp Metering (ARM) Project #4 is scheduled to be submitted to Caltrans on May 26, 2009 for review and comment. Traffic Modeling of the I-80 and San Pablo corridors is underway. A Delivery Action Plan, addressing the project's revised schedule, was developed by Caltrans, MTC, CMA and the CCTA and will be submitted to the California Transportation Commission (CTC).

I-880 North Safety and Operational Improvements at 23rd/29th Avenues – The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. The Administrative Draft environmental document will be submitted to Caltrans by May 27, 2009.

#### **Status of Corridor Studies/Projects**

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor

for the first contract, Grimmer to Route 238 (Mission Blvd), is continuing to work aggressively to complete the project.

Contract 3, Route 238 to Grimmer, was awarded on April 7, 2009 and Contract 2, Route 238 to Stoneridge, was awarded on April 17, 2009. A contract has been executed with Electronic Transaction Consultants (ETC) for the System Integration work on the Express Lane project.

I-580 Traffic Management Plan Project – The Center-to-Center (C2C) Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The Software Integration Package was awarded to Irvine Global Consulting and will be completed in June 2009. The integration will link cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors. The draft C2C Hub design has been completed. These projects are on schedule with the completion date of June 30, 2009. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded by a MTC grant, however, funding for the ramp metering has been delayed.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. Upon completion of the funding agreement with ACTIA, the CMA will begin discussions with Caltrans to establish a partnership agreement for this project.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. ACTIA is the lead agency for the environmental phase and has completed the NEPA environmental document to clear the Fallon to Tassajara Road auxiliary lane segment. Caltrans approved the plans and has issued an encroachment permit to allow this work to be combined with the City of Dublin's Fallon Road Interchange Project. A project specific funding agreement between the City of Dublin and the CMA is being prepared.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of some of the civil elements of the HOT Lane was issued to the EB HOV project. The CMA is investigating possible alternatives for delivery of the civil elements of the project. A draft RFP for the system integrator is being circulated for review and comment by the project team.

I-680/I-880 Cross Connector Project – Team meetings and technical studies are currently on hold pending agreement with Caltrans regarding project oversight support. The CMA has requested the consultant to reinstate studies in anticipation of Caltrans resource availability in early FY 2009/2010.

I-580 Soundwalls at San Leandro – The San Leandro soundwall project was advertised on April 8, 2009 following the federal authorization (E-76) for construction on April 1, 2009. The CMA opened bids on May 7, 2009 and received 4 bids for the contract. The Contract was awarded on May 28, 2009. A pre-construction meeting will be held on June 3, 2009.

I-580 Soundwall Design – Oakland – The 65 percent PS&E for the Oakland soundwall was submitted to Caltrans on February 27, 2009. A Public Information meeting was held on April 16, 2009 at the Redwood Day School in Oakland.

Caltrans Corridor System Management Plans (CSMPs)

The California Transportation Commission required Corridor System Management Plans (CSMPs) for corridors in which Corridor Mobility Improvement Account and State Route 99 bond funded projects are programmed. The purpose of the plans is to preserve mobility gains from the investments by managing the corridor for highest sustained productivity. The plans identify a corridor management strategy that all jurisdictions, regional agencies, and modal operators along the corridor agree to and that will guide corridor development, operation, and investments from all sources. The plans are based on diagnostics of the causes of congestion and micro-simulation of all strategies, actions, and projects that determine the most effective mix to restore and preserve corridor productivity. The plans also complement and support activities in the Regional Blueprints efforts, compliance with Assembly Bill 32 and Senate Bill 375, and the implementation of the Smart Mobility Framework. The CSMP preparation process is led by Caltrans, MTC and ACCMA (I-80) for four corridors in Alameda County: I-80, I-880, I-580 and SR-24. These CSMPs are due for completion by September 2009. Fact Sheets describing a summary of each CSMP plan and process will be provided to the Committee in July 2009 and the findings and recommendations will follow at the end of 2009.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008. Construction was suspended on November 19, 2008 pending issuance of a final building permit by the City of Fremont. A permit was issued on January 14, 2009 and construction completion is anticipated in June 2009. A sub project is being developed to construct a CMS sign on I-84, place "next bus" signs in the bus shelters, provide striping and signal modifications to improve access from Ardenwood Boulevard and construct a restroom for AC Transit's use.

BART to Warm Springs – Bids for the Final Design on the Fremont Central Park Subway ("Subway") were opened on April 21, 2009. The BART Board is expected to award the contract on May 28th and the Notice to Proceed is expected to be issued in early July. Preliminary engineering on the Line, Track Station and Systems("LTSS") contract is nearing 100 percent complete. BART also recently conducted a Value Engineering (VE) study of the LTSS contract documents and intends to evaluate VE recommendations prior to finalizing the bid documents. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued this spring. A Request for Proposal (RFP) is expected to be issued this fall, with a best-value mid-2010. Project permits are now in place from the SF Regional Water Quality Control Board, the CA Department of Fish and Game and the US Army Corps of Engineers.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor (SVRTC)) – The Final EIS is expected to be circulated in January 2010.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: [www.dot.ca.gov/dist4/caldecott/](http://www.dot.ca.gov/dist4/caldecott/). CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The CTC approved allocations in May that allow Caltrans to advertise the project. The advertisement is anticipated in mid May, with bids scheduled to be received in late August and award in October.

Dumbarton Rail Corridor – The project continues to proceed with finalizing the environmental, constructability and structural evaluations. The draft EIS/R is progressing and is expected to be released by fall 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008. The contractor has installed all ITS elements of this project on Grand Ave. This project is on schedule with a completion date of June 30, 2009.

SMART Corridors Program – CMA's SMART Corridors partnership includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. The CMA is working with the Alameda County Public Works Agency on the implementation of Transportation Management Centers (TMC). CMA is also leading the project to implement ITS on Webster Street in the City of Alameda. CMA staff is also managing various contracts to operate and maintain SMART Corridors components.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately \$2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the installation of decorative crosswalks. This extended the project completion date to June 2009. All project elements are completed with the exception of bus-bulb-outs and median islands which started in May 2009. The project is on schedule with a completion date of June 30, 2009

State Route 84 HOV Extension – Dumbarton Corridor – The HOV lane was open to traffic on September 5, 2008 and the project closeout is underway.

Central Alameda County Freeway System Study – The TAC met on May 11, 2008 to recommend release of the draft Project Initiation Document (PID) to the Policy Advisory Committee (PAC). The next PAC meeting is being scheduled and is anticipated to be held in June 2009. After PAC approval to release the prioritized Local Alternative Transportation Improvement Program (LATIP) project list, local approvals will be sought similar to the process used for the Financially Unconstrained LATIP.

MTC's Lifeline Transportation Program – MTC approved the CMA Board's recommended program of projects. Tier 1 program with a \$5.3 million budget is based on the approved State budget. The Tier 2 program with a \$2.8 million budget is subject to confirmation of the FY 2009/2010 state budget. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT – The BRT TAC meeting was held on May 14, 2009 to prepare for the BRT Policy Steering Committee. The next TAC meeting is being scheduled for June. The BRT Policy Steering Committee (PSC) was held on May 15, 2009 receive an update on the operating plan. The next PSC meeting is scheduled for June 19, 2009 at 3 p.m.

Transportation and Land Use Work Program – The City of San Leandro revised their Transit Oriented Development Technical Assistance Program (TOD TAP) scope of work. Staff is coordinating within the county to determine how to integrate TOD into climate change goals.

Community Based Transportation Plan – The City of Alameda Community Based Transportation Plan consultant draft plan, which includes prioritized transportation needs and solutions based on community outreach, will be on the June 2009 ACTAC and Board agendas.

Guaranteed Ride Home (GRH) Program – The Annual Evaluation was presented to the Board in May 2009. 4,456 employees and 189 employers are actively registered in the program. Thirty five new employees registered in the past month. Six rides were taken in the past month, one of which was a rental car ride. The average cost per taxi trip is \$83.69 and the average trip length is 38.7 miles. The average one-way trip distance for a rental car ride is 47.6 miles. The average savings for a rental car ride compared to a cab is \$72.80 per ride. CMA met with the Regional Rideshare committee on May 21<sup>st</sup> and the CMA Association on May 29<sup>th</sup> to obtain input about combining the CMA's GRH program into a nine-county program.

Truck Demand Model – A field data collection team, Quality Counts, has been retained and they are working with Caltrans to obtain an encroachment permit. Data collection will begin immediately upon obtaining the encroachment permit at about 55 locations on major roads across the county. The consultants continue to compile existing data from various sources and have also begun working on the model development. The next Task Force meeting is scheduled for June 16, 2009 at 10:00 a.m.

Truck Parking Facility Feasibility and Location Study – The attached implementation plan for the Truck Parking Facility Feasibility and Location Study recommendations, which were approved by the Board in December 2008, identifies a time frame and resources needed to implement each recommendation, participating agencies, what process is needed and the

outcome or product. Additional grants or other funding is required to support the recommendations, which has not been identified at this time. ACTAC will be reviewing this item at its June 2<sup>nd</sup> meeting. Their comments will be incorporated and brought to the Plans and Programs Committee and Board at a future meeting.

Update on Climate Action Activities – As follow up to the December 2008 CMA Board retreat, staff prepared draft Climate Action priorities as well as identified ways to strengthen the Land Use Analysis Program and Transportation Demand Management elements of the CMP to address climate change. The Board will review this information at its May 2009 meeting. A Climate Action Workshop jointly hosted by the ACCMA, ACTIA and Supervisor Haggerty's office was held on May 13, 2009. The next meeting will be held on July 8, 2009 at 10 a.m.

Countywide Transportation Plan/Regional Transportation Plan – The MTC Commission adopted the final RTP at its April meeting. The Countywide Transportation Plan is being revised to be consistent with the RTP and will be presented to ACTAC and the Board for approval at their June meeting.

**Attachment  
Agenda Item 2.2**

Implementation Plan for the Recommendations Identified in the Truck Parking Facility Feasibility and Location Study						
Actions		Participating Agencies	Estimated Cost	Deliverable	Process	Notes on actions
Near Term (0-5 years)						
1. The CMA should work with the local jurisdictions to identify and adopt guidelines for accommodating and developing truck parking facilities, including identifying ways to accommodate truck parking in local land use development and redevelopment processes.	Local Jurisdictions	\$100 K	Guidelines for developing and accommodating truck parking facilities & model ordinance	Establish a task force with Local Jurisdictions	Local jurisdictions should be encouraged to adopt and implement the guidelines.	
	2. The CMA should work with truck centered organizations to develop a public education program that identifies the importance of trucking to the Bay Area, State and national economy				Highlight the impact that the rapid rezoning of local land uses away from industrial uses is having on the trucking industry, and identify ways the trucking industry can help minimize truck parking impacts to communities	
	3. The CMA should develop a one-page Fact Sheet highlighting the benefits trucks provide to Alameda County and its communities and why temporary and long term truck parking areas are needed.	Trucking industry/ organizations, local jurisdictions and MTC	\$200 K	A fact sheet or guidelines demonstrating the importance of trucks to Alameda County's economy.	Establish a task force with representatives from participating agencies	Distribute the Fact Sheet to local and regional government and/or host a summit to present the findings of the study. The Fact Sheet should highlight the following: - Most trucking is local, - Truckers need locations to park while delivering goods and services to businesses in Alameda County, - Local land use decisions are resulting in re-zoning of potentially desirable truck parking sites away from industrial uses adjacent to highways where truck parking is most likely to be implemented, - Truck parking is a regional/state/national issue, but establishing places for them to park is a local decision, and - Receiving goods and services via trucks is key to regional economic stability and job diversification



4. The CMA should work with MTC and Caltrans to develop improved methods of determining demand for short and long term truck parking.	MTC and Caltrans	\$100K	Guidelines on methods of determining demand for short and long term parking.	Establish a Task Force with MTC & Caltrans	No current metric available.
5. Investigate what transportation infrastructure improvements would be needed to accommodate a truck parking facility near the I-880 and Industrial Parkway interchange and develop a truck parking facility.	Local jurisdictions, Caltrans and private developers, trucking industry	\$5- 10 M	Project development for Truck parking facility & interchange improvements	Establish a PDT with participating agencies to begin project development	This location was identified by the Board as a potential location for further study if transportation infrastructure improvements were implemented.
<b>Mid-Term (0-10 years)</b>					
6. The CMA should work with local community groups, the air district, MTC, Caltrans, and the trucking industry to continue to gather input on the issue of truck parking in Alameda County.	Community groups, air district, MTC, Caltrans, and the trucking industry	\$5-10K per year	A listing of issues and input related to issue of truck parking	Establish a Task Force with participating agencies	
7. The CMA should conduct further evaluation on the need for a full-service, overnight truck parking including the impact that diverting truck trips to rail intermodal would have in reducing the need for truck parking.	Local jurisdictions and trucking industry	\$250-400K	Study report on overnight truck parking including the impact that diverting truck trips to rail intermodal would have in reducing the need for truck parking.	Establish a Task Force with Local jurisdictions and trucking industry	This recommendation was included because the survey data's usefulness in determining the need for long term truck parking was limited.
<b>Long Term (0-20 years)</b>					
8. The CMA should continue to work with local jurisdictions to identify formal, designated, no-fee facilities for temporary and long term truck parking/stopping in Alameda County.	local jurisdictions, private developers, Caltrans and MTC	\$500 K	Identify additional formal, designated, no-fee facilities for temporary and long term truck parking/stop in Alameda County.	Establish a Task Force with participating agencies	Potential locations were identified in the Truck Parking Feasibility Study.

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